

DART SERVICE BULLETIN SB21-1

AFFECTING:
D212-664-101/-101B CROSSTUBES

REF: TCCA STC: SH01-9
REF. FAA STC: SR01298NY
REF. EASA STC: EASA.IM.R.S.01304
REF DGAC MEXICO STC: IA-316/2015

Due to unexpected failures of D212-664-101/-101B high gear fwd crosstubes, a life limit of 20000 landings has been established for all D212-664-101/-101B high gear fwd crosstubes. Crosstubes that already exceed the life limit must be replaced immediately.

In addition, NDT (LPI) inspections at 10000 landings and 15000 landings have been established for all D212-664-101/-101B high gear fwd crosstubes. Crosstubes that already exceed the inspection limit must be inspected within 100 flight hours. Liquid Penetrant Inspection (LPI) per ASTM 1417 Type 1 Method B, C, or D using penetrant sensitivity level 2 or 3 shall be carried out on the crosstube that has been stripped of hardware and paint. Pay particular attention to the lower side of the crosstube near the supports and view under 3-5x magnification. If the crosstube is found to be cracked, it shall be replaced immediately. See Instructions for Continued Airworthiness ICA-D212-664 Rev. 13 (or later accepted revision) Section 5.5 for reference.

If the number of landings that has been performed on a D212-664-101/-101B crosstube is unknown, the number of landing cycles should be calculated based on 10 landings per flight hour since installation in lieu of a more rational method for calculating landing cycles.

DART would like to remind customers that they should be taking the following precautions to preserve the life of D212-664-101/-101B fwd crosstubes:

- 1) Ensure that crosstubes are finished with an inspection window on the bottom side per ICA-D212-664 to facilitate crack detection.
- 2) Ensure that all landing surfaces are treated with anti-slip treatment.
- 3) Use the gross weight towing strap for ground handling the aircraft above 8900 lbs and avoid towing over uneven terrain.
- 4) Avoid flying aircraft in close proximity to parked aircraft.

APPROVED

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